US011377963B2

(12) **United States Patent**
Webster et al.

(10) **Patent No.: US 11,377,963 B2**
(45) **Date of Patent: Jul. 5, 2022**

(54) **COMPONENT FOR A TURBINE ENGINE WITH A CONDUIT**

(71) Applicant: **GENERAL ELECTRIC COMPANY**, Schenectady, NY (US)

(72) Inventors: **Zachary Daniel Webster**, Cincinnati, OH (US); **Gregory Terrence Garay**, West Chester, OH (US); **Xi Yang**, Mason, OH (US); **Tingfan Pang**, West Chester, OH (US); **Steven Robert Brassfield**, Cincinnati, OH (US)

(73) Assignee: **General Electric Company**, Schenectady, NY (US)

(*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 0 days.

(21) Appl. No.: **17/183,627**

(22) Filed: **Feb. 24, 2021**

(65) **Prior Publication Data**

US 2021/0180459 A1 Jun. 17, 2021

Related U.S. Application Data

(63) Continuation of application No. 16/120,758, filed on Sep. 4, 2018, now Pat. No. 10,968,750.

(51) **Int. Cl.**
F01D 5/18 (2006.01)

(52) **U.S. Cl.**
CPC ***F01D 5/186*** (2013.01); *F05D 2220/323* (2013.01); *F05D 2240/12* (2013.01); *F05D 2240/30* (2013.01); *F05D 2240/81* (2013.01); *F05D 2250/75* (2013.01); *F05D 2260/202* (2013.01)

(58) **Field of Classification Search**
CPC F01D 5/186; F01D 9/065; F01D 5/187; F01D 5/18; F05D 2220/323; F05D 2240/12; F05D 2240/30; F05D 2240/81; F05D 2250/75; F05D 2260/602; Y02T 50/60
See application file for complete search history.

(56) **References Cited**

U.S. PATENT DOCUMENTS

2,812,157	A	11/1957	Turunen et al.
2,919,549	A	1/1960	Haworth et al.
3,748,060	A	7/1973	Hogoson et al.
4,381,173	A	4/1983	Freling
6,000,908	A	12/1999	Bunker
6,431,833	B2	8/2002	Jones
6,554,575	B2	4/2003	Leeke et al.
8,342,803	B2	1/2013	Grohens et al.
8,667,682	B2	3/2014	Lee et al.
9,366,143	B2	6/2016	Lee et al.
9,528,377	B2	12/2016	Fedor et al.

(Continued)

FOREIGN PATENT DOCUMENTS

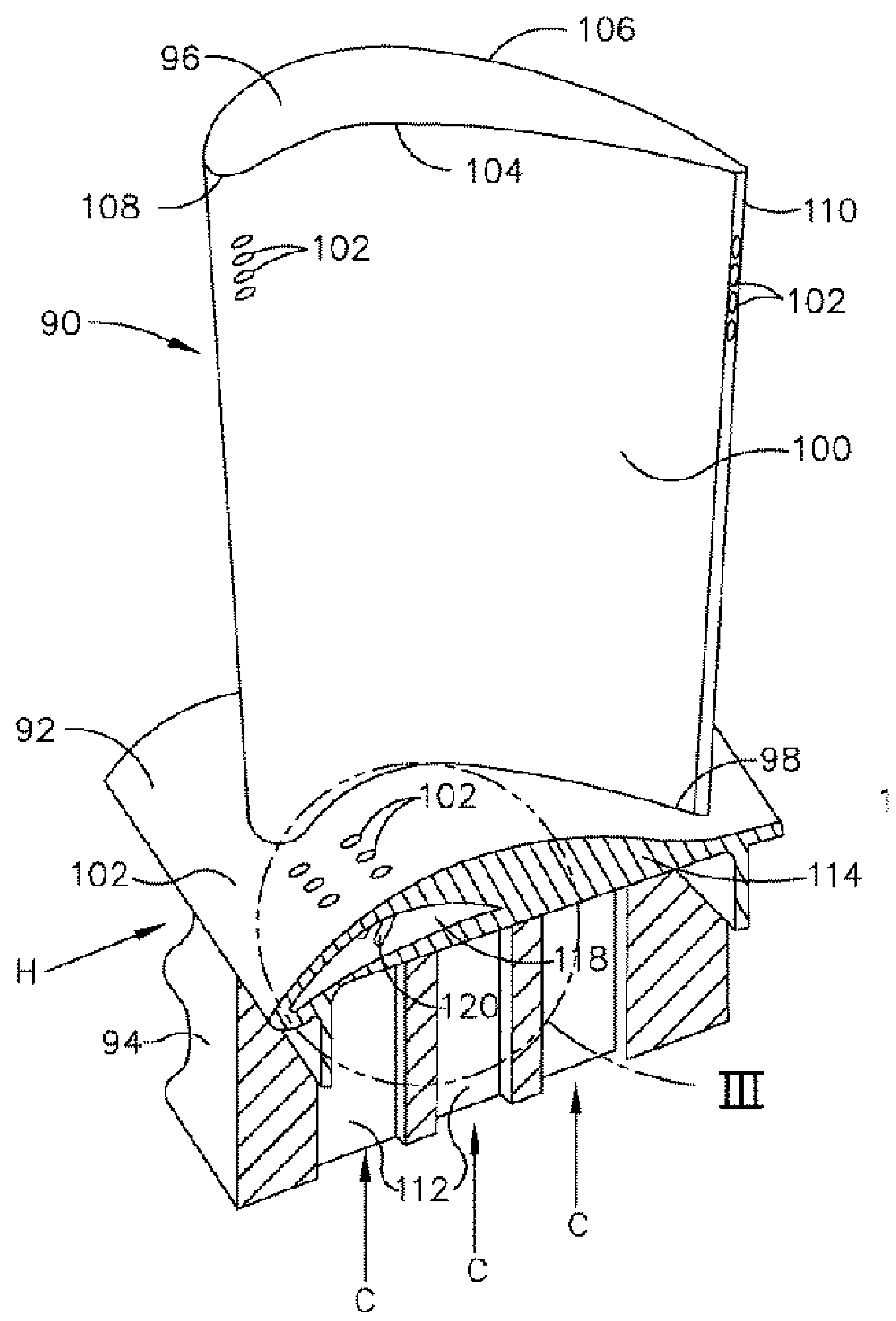
CN	1408988	A	4/2003
CN	101532399	A	9/2009
CN	107084050	A	8/2017

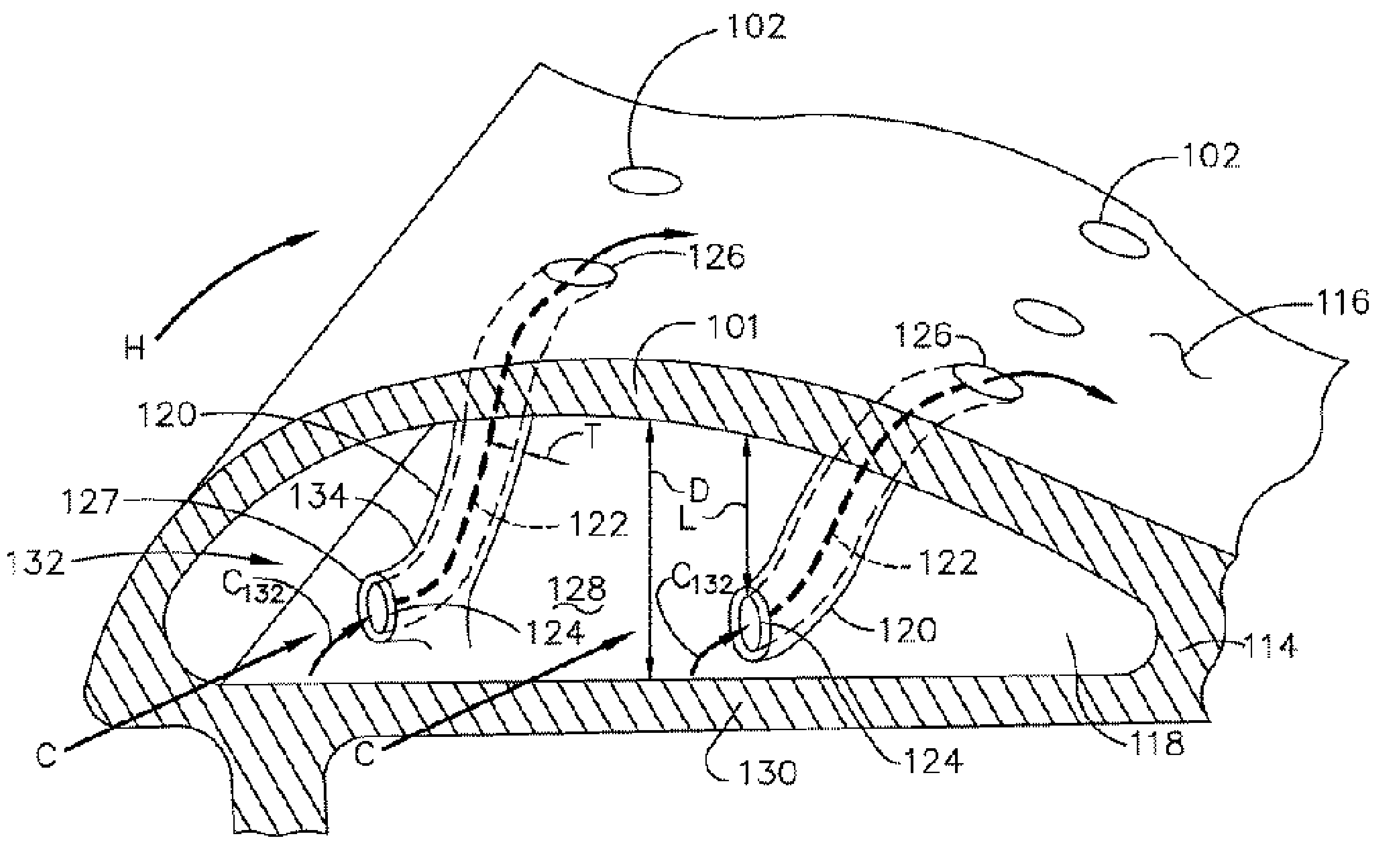
Primary Examiner — Aaron R Eastman
(74) *Attorney, Agent, or Firm* — McGarry Bair PC

(57) **ABSTRACT**

An apparatus and method for cooling a component for a turbine engine which generates a hot gas flow and provides a cooling fluid flow, the component comprising a body having an outer surface, at least a portion of which is exposed to the hot gas flow to define a hot surface, a cooling cavity located within the body and fluidly coupled to the cooling fluid flow and a pin located within the cooling cavity and defining a cooling hole.

20 Claims, 5 Drawing Sheets





(56) References Cited

U.S. PATENT DOCUMENTS

2012/0107134	A1	5/2012	Harris, Jr. et al.	
2013/0171004	A1	7/2013	Ellis et al.	
2013/0230394	A1*	9/2013	Ellis	F01D 5/187 416/97 R
2015/0152735	A1	6/2015	Molter et al.	
2016/0208705	A1	7/2016	Slavens et al.	
2016/0305254	A1	10/2016	Snyder et al.	
2016/0333702	A1	11/2016	Slavens et al.	
2017/0145923	A1	5/2017	Spangler et al.	
2017/0234225	A1	8/2017	Bunker et al.	
2018/0016915	A1	1/2018	Osborne et al.	

* cited by examiner

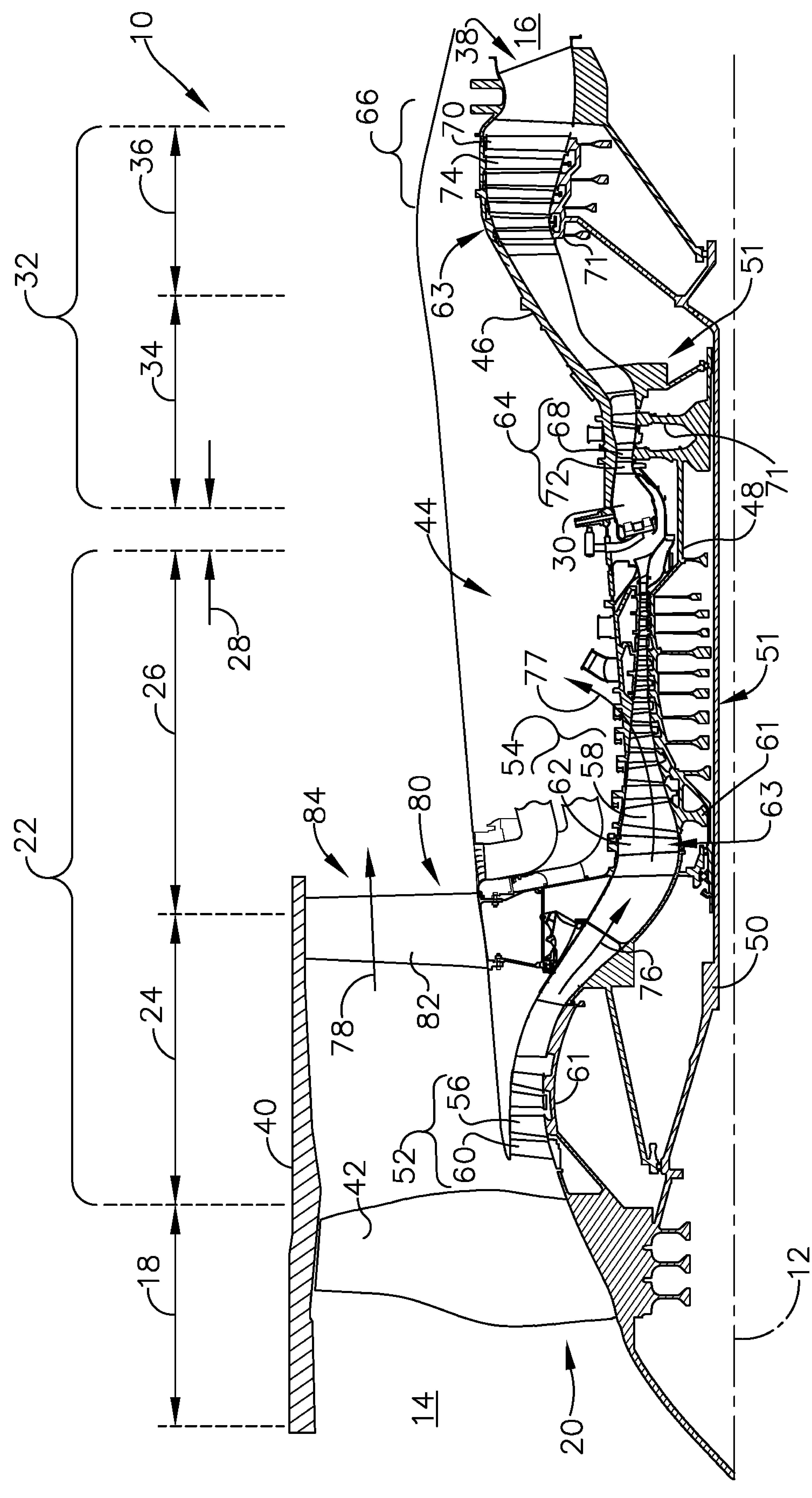

10
32
36
34
22
26
28
24
18
66
38
16
70
74
63
71
46
51
64
68
72
48
71
30
44
77
54
58
62
84
80
78
82
76
50
61
63
51
40
42
56
60
52
61
14
20
12

FIG. 1

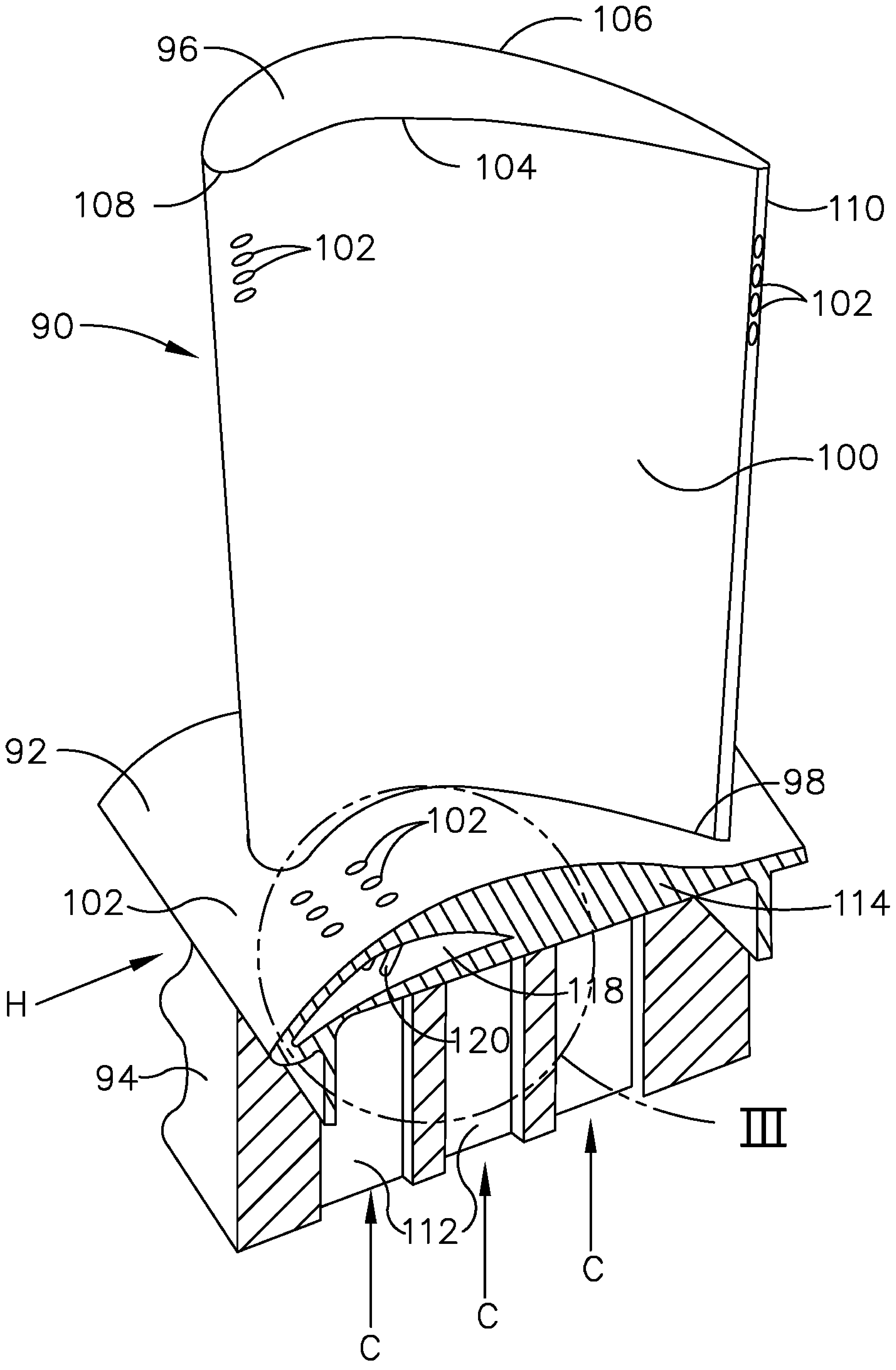

106
96
104
108
110
102
90
102
100
92
98
102
102
114
H
118
120
94
III
112
C
C
C

FIG. 2

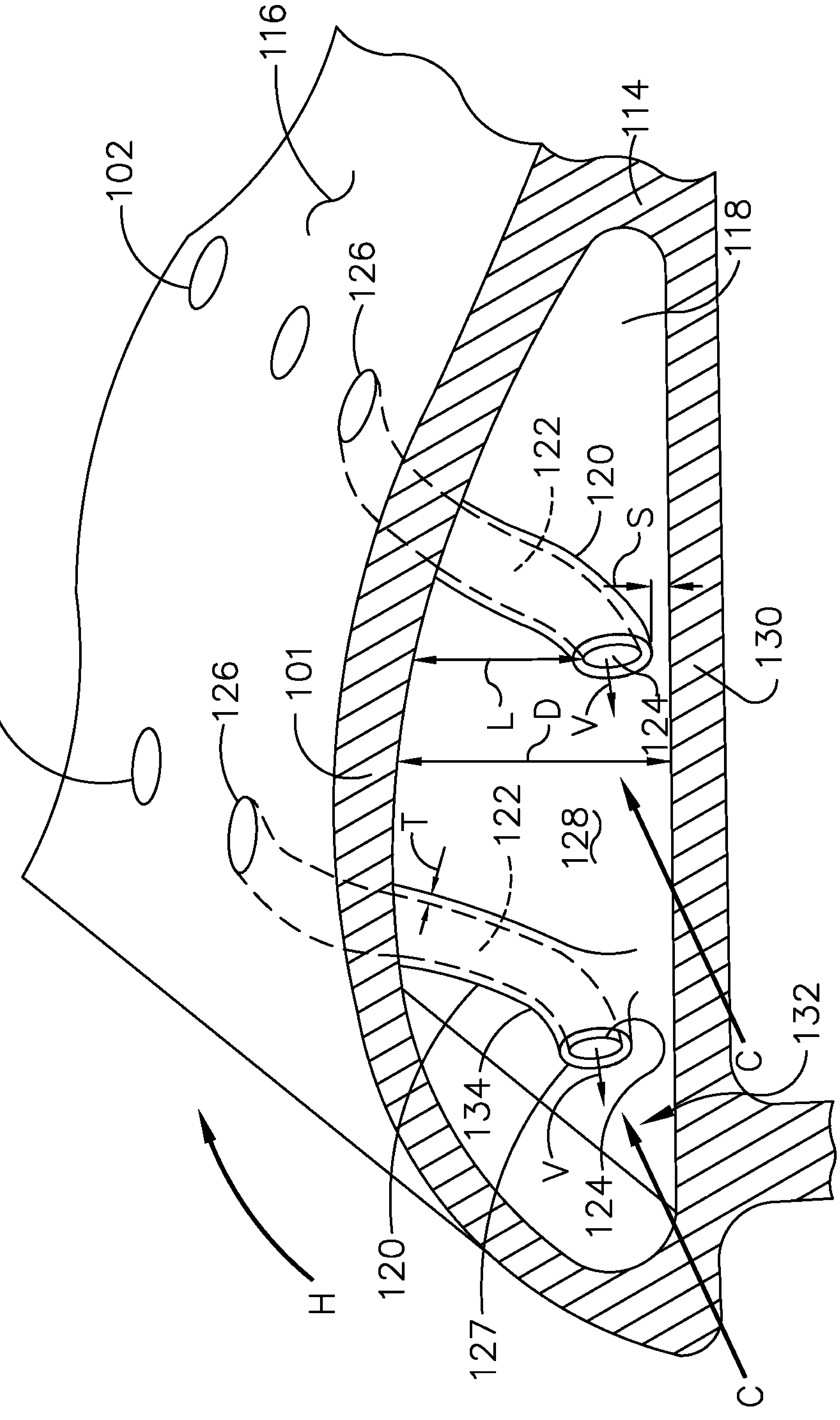

116
102
114
118
126
122
120
S
130
102
126
101
L
D
V
124
T
122
128
C
132
134
V
124
120
H
127
C

FIG. 3

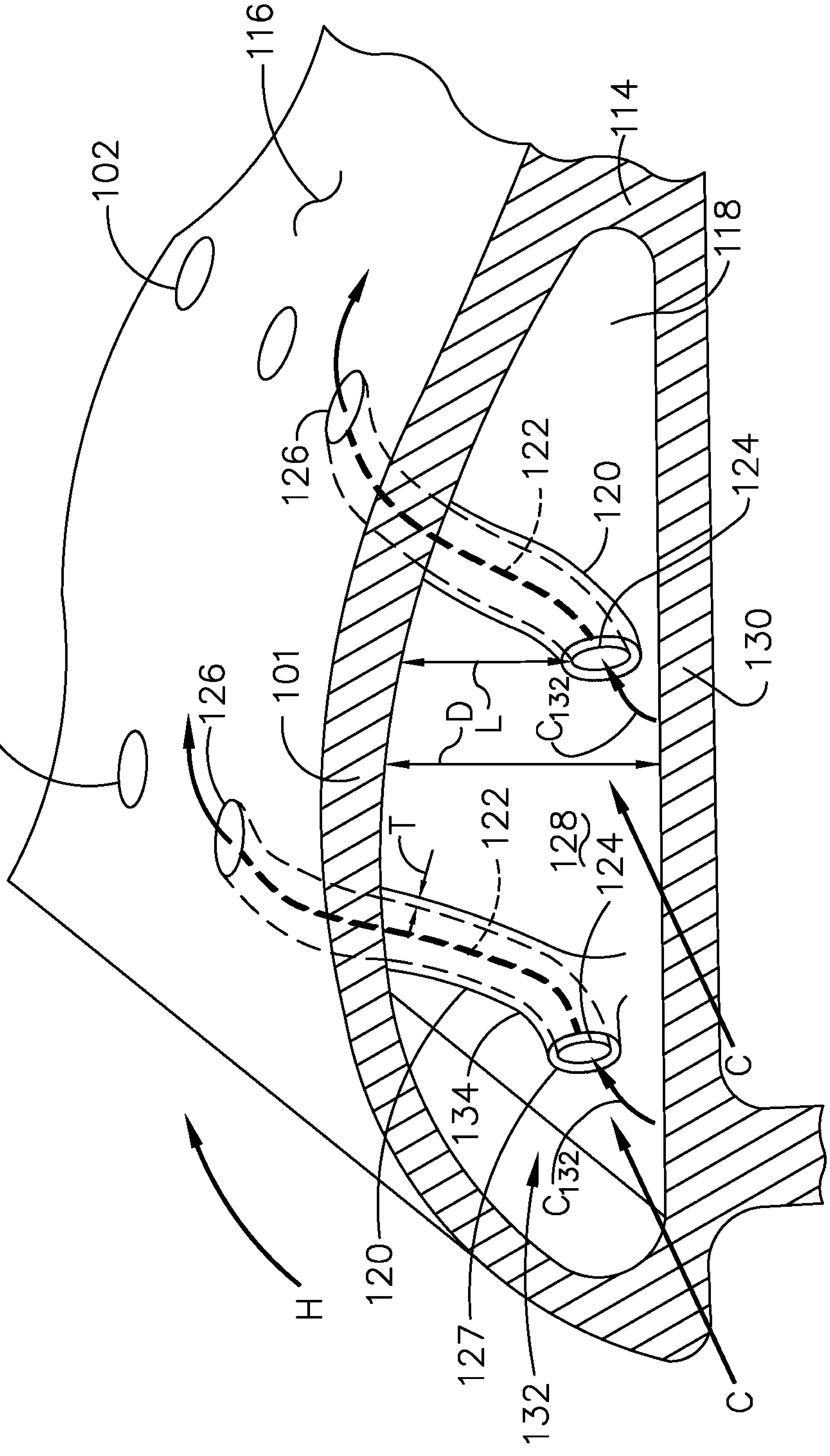

116
102
114
118
102
126
122
120
124
130
126
101
D
L
C_{132}
122
T
128
124
C
134
120
H
127
132
C_{132}
C

FIG. 4

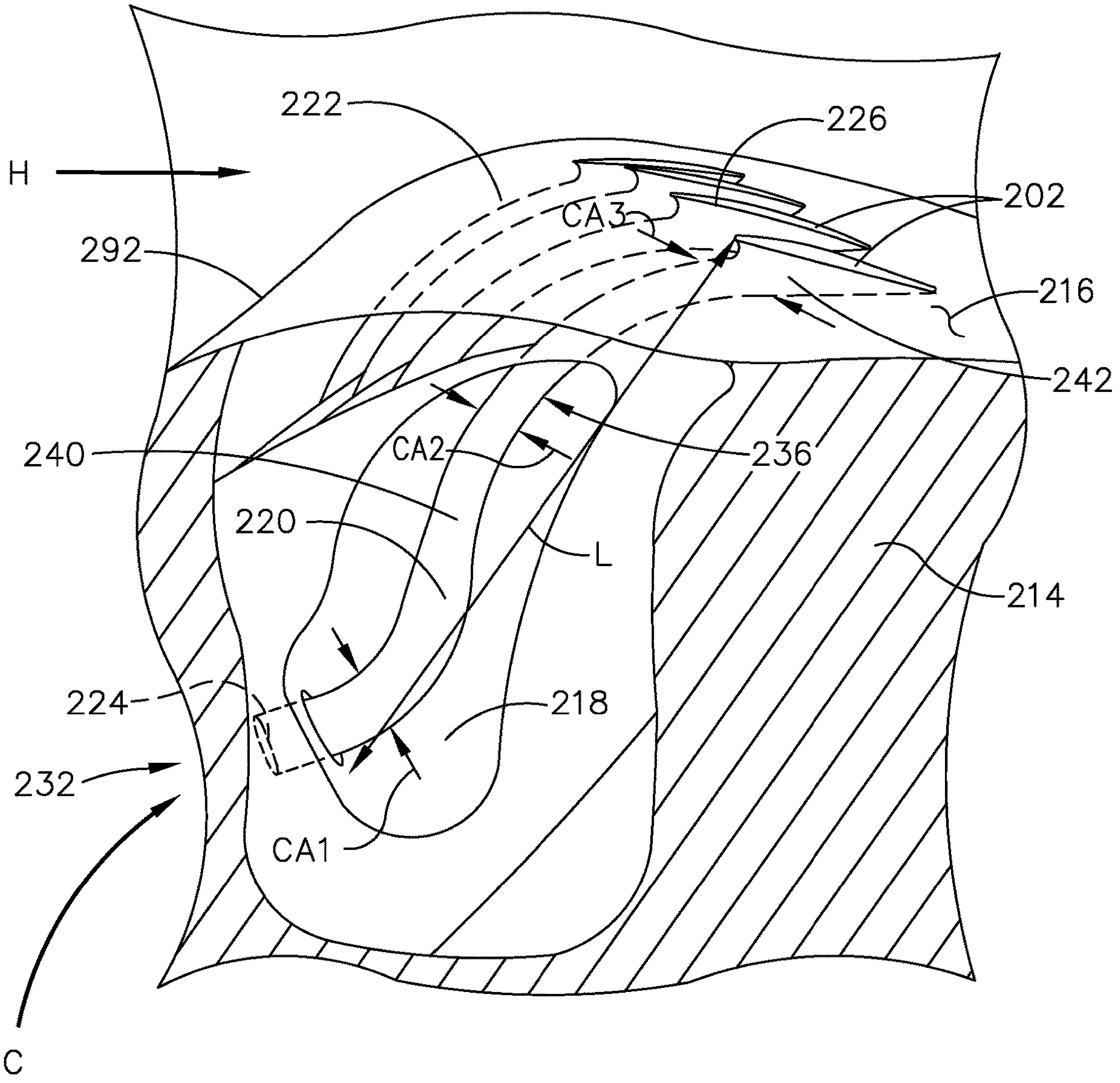

222
226
H
202
CA3
292
216
242
240
CA2
236
220
L
214
224
218
232
CA1
C

FIG. 5

COMPONENT FOR A TURBINE ENGINE WITH A CONDUIT

CROSS REFERENCE TO RELATED APPLICATION

This application is a continuation of U.S. patent application Ser. No. 16/120,758 filed Sep. 4, 2018, which is incorporated herein in its entirety.

BACKGROUND OF THE INVENTION

Turbine engines, and particularly gas or combustion turbine engines, are rotary engines that extract energy from a flow of combusted gases passing through the engine onto a multitude of rotating turbine blades.

Engine efficiency increases with temperature of combustion gases. However, the combustion gases heat the various components along their flow path, which in turn requires cooling thereof to achieve a long engine lifetime. Typically, the hot gas path components are cooled by bleeding air from the compressor. This cooling process reduces engine efficiency, as the bled air is not used in the combustion process.

Turbine engine cooling art is mature and is applied to various aspects of cooling circuits and features in the various hot gas path components. For example, the combustor includes radially outer and inner liners, which require cooling during operation. Turbine nozzles include hollow vanes supported between outer and inner bands, which also require cooling. Turbine rotor blades are hollow and typically include cooling circuits therein, with the blades being surrounded by turbine shrouds, which also require cooling. The hot combustion gases are discharged through an exhaust which may also be lined, and suitably cooled.

In all of these exemplary turbine engine components, thin metal walls of high strength superalloy metals are typically used for enhanced durability while minimizing the need for cooling thereof. Various cooling circuits and features are tailored for these individual components in their corresponding environments in the engine. These components typically include common rows of film cooling holes.

BRIEF DESCRIPTION OF THE INVENTION

In one aspect the disclosure relates to an airfoil an airfoil for a turbine engine which generates a hot gas flow and provides a cooling fluid flow, the airfoil comprising a platform having an outer surface, at least a portion of which is exposed to the hot gas flow to define a hot surface; a cooling cavity located within the platform extending between a base wall and an outer wall to define a radial direction, the cooling cavity fluidly coupled to the cooling fluid flow; and a conduit defining an interior cooling passage extending into the cooling cavity between an inlet fluidly coupled to a clean portion of the cooling fluid flow proximate the base wall and an outlet fluidly coupled to the hot surface.

In another aspect the disclosure relates to a component for a turbine engine which generates a hot gas flow and provides a cooling fluid flow, the component comprising a body having an outer surface, at least a portion of which is exposed to the hot gas flow to define a hot surface; a cooling cavity located within the body extending between a base wall and an outer wall to define a radial direction, the cooling cavity fluidly coupled to the cooling fluid flow; and a conduit extending into the cooling cavity between at least one inlet fluidly coupled to a clean portion of the cooling

fluid flow proximate the base wall and at least one outlet fluidly coupled to the hot surface.

In yet another aspect, the disclosure relates to a method for cooling a component with a cooling cavity, the method comprising flowing a cooling fluid flow through a conduit extending between an inlet and an outlet of a hollow pin located within the cooling cavity; ducting a clean portion of the cooling fluid flow proximate an interior surface of the cooling cavity; and emitting the cooling fluid flow through the outlet onto a heated surface.

BRIEF DESCRIPTION OF THE DRAWINGS

In the drawings:

FIG. **1** is a schematic cross-sectional diagram of a turbine engine for an aircraft.

FIG. **2** is an isometric view of an airfoil for the turbine engine of FIG. **1** in the form of a blade and having a platform with cooling holes.

FIG. **3** is an enlarged cross-sectional perspective view of a portion of the platform with the cooling holes from FIG. **1** showing hollow pins within a cooling cavity according to an aspect of the disclosure.

FIG. **4** is the enlarged cross-sectional perspective view of FIG. **3** illustrating the path of cooling fluid through the hollow pins.

FIG. **5** is a variation of the hollow pins from FIG. **3** according to another aspect of the disclosure herein.

DESCRIPTION OF EMBODIMENTS OF THE INVENTION

Aspects of the disclosure described herein are directed to the formation of a hole such as a cooling hole in an engine component such as an airfoil. For purposes of illustration, the aspects of the disclosure discussed herein will be described with respect to the platform portion of a blade. It will be understood, however, that the disclosure as discussed herein is not so limited and may have general applicability within an engine, including compressors, as well as in non-aircraft applications, such as other mobile applications and non-mobile industrial, commercial, and residential applications.

As used herein, the term “forward” or “upstream” refers to moving in a direction toward the engine inlet, or a component being relatively closer to the engine inlet as compared to another component. The term “aft” or “downstream” used in conjunction with “forward” or “upstream” refers to a direction toward the rear or outlet of the engine relative to the engine centerline. Additionally, as used herein, the terms “radial” or “radially” refer to a dimension extending between a center longitudinal axis of the engine and an outer engine circumference. Furthermore, as used herein, the term “set” or a “set” of elements can be any number of elements, including only one.

All directional references (e.g., radial, axial, proximal, distal, upper, lower, upward, downward, left, right, lateral, front, back, top, bottom, above, below, vertical, horizontal, clockwise, counterclockwise, upstream, downstream, aft, etc.) are only used for identification purposes to aid the reader’s understanding of the present disclosure, and do not create limitations, particularly as to the position, orientation, or use of the disclosure. Connection references (e.g., attached, coupled, connected, and joined) are to be construed broadly and can include intermediate members between a collection of elements and relative movement between elements unless otherwise indicated. As such, connection references do not necessarily infer that two elements are directly connected and in fixed relation to one another. Furthermore it should be understood that the term cross section or cross-sectional as used herein is referring to a section taken orthogonal to the centerline and to the general coolant flow direction in the hole. The exemplary drawings are for purposes of illustration only and the dimensions, positions, order and relative sizes reflected in the drawings attached hereto can vary.

Referring to FIG. **1**, an engine **10** has a generally longitudinally extending axis or centerline **12** extending forward **14** to aft **16**. The engine **10** includes, in downstream serial flow relationship, a fan section **18** including a fan **20**, a compressor section **22** including a booster or low pressure (LP) compressor **24** and a high pressure (HP) compressor **26**, a combustion section **28** including a combustor **30**, a turbine section **32** including a HP turbine **34**, and a LP turbine **36**, and an exhaust section **38**.

The fan section **18** includes a fan casing **40** surrounding the fan **20**. The fan **20** includes a plurality of fan blades **42** disposed radially about the centerline **12**. The HP compressor **26**, the combustor **30**, and the HP turbine **34** form a core **44** of the engine **10**, which generates combustion gases. The core **44** is surrounded by core casing **46**, which can be coupled with the fan casing **40**.

A HP shaft or spool **48** disposed coaxially about the centerline **12** of the engine **10** drivingly connects the HP turbine **34** to the HP compressor **26**. A LP shaft or spool **50**, which is disposed coaxially about the centerline **12** of the engine **10** within the larger diameter annular HP spool **48**, drivingly connects the LP turbine **36** to the LP compressor **24** and fan **20**. The spools **48**, **50** are rotatable about the engine centerline and couple to a plurality of rotatable elements, which can collectively define a rotor **51**.

The LP compressor **24** and the HP compressor **26** respectively include a plurality of compressor stages **52**, **54**, in which a set of compressor blades **56**, **58** rotate relative to a corresponding set of static compressor vanes **60**, **62** (also called a nozzle) to compress or pressurize the stream of fluid passing through the stage. In a single compressor stage **52**, **54**, multiple compressor blades **56**, **58** can be provided in a ring and can extend radially outwardly relative to the centerline **12**, from a blade platform to a blade tip, while the corresponding static compressor vanes **60**, **62** are positioned upstream of and adjacent to the rotating blades **56**, **58**. It is noted that the number of blades, vanes, and compressor stages shown in FIG. **1** were selected for illustrative purposes only, and that other numbers are possible.

The blades **56**, **58** for a stage of the compressor mount to a disk **61**, which mounts to the corresponding one of the HP and LP spools **48**, **50**, with each stage having its own disk **61**. The vanes **60**, **62** for a stage of the compressor mount to the core casing **46** in a circumferential arrangement.

The HP turbine **34** and the LP turbine **36** respectively include a plurality of turbine stages **64**, **66**, in which a set of turbine blades **68**, **70** are rotated relative to a corresponding set of static turbine vanes **72**, **74** (also called a nozzle) to extract energy from the stream of fluid passing through the stage. In a single turbine stage **64**, **66**, multiple turbine blades **68**, **70** can be provided in a ring and can extend radially outwardly relative to the centerline **12**, from a blade platform to a blade tip, while the corresponding static turbine vanes **72**, **74** are positioned upstream of and adjacent to the rotating blades **68**, **70**. It is noted that the number of blades, vanes, and turbine stages shown in FIG. **1** were selected for illustrative purposes only, and that other numbers are possible.

The blades **68**, **70** for a stage of the turbine can mount to a disk **71**, which is mounts to the corresponding one of the HP and LP spools **48**, **50**, with each stage having a dedicated disk **71**. The vanes **72**, **74** for a stage of the compressor can mount to the core casing **46** in a circumferential arrangement.

Complementary to the rotor portion, the stationary portions of the engine **10**, such as the static vanes **60**, **62**, **72**, **74** among the compressor and turbine section **22**, **32** are also referred to individually or collectively as a stator **63**. As such, the stator **63** can refer to the combination of non-rotating elements throughout the engine **10**.

In operation, the airflow exiting the fan section **18** splits such that a portion of the airflow is channeled into the LP compressor **24**, which then supplies pressurized air **76** to the HP compressor **26**, which further pressurizes the air. The pressurized air **76** from the HP compressor **26** mixes with fuel in the combustor **30** where the fuel combusts, thereby generating combustion gases. The HP turbine **34** extracts some work from these gases, which drives the HP compressor **26**. The HP turbine **34** discharges the combustion gases into the LP turbine **36**, which extracts additional work to drive the LP compressor **24**, and the exhaust gas is ultimately discharged from the engine **10** via the exhaust section **38**. The driving of the LP turbine **36** drives the LP spool **50** to rotate the fan **20** and the LP compressor **24**.

A portion of the pressurized airflow **76** can be drawn from the compressor section **22** as bleed air **77**. The bleed air **77** can be drawn from the pressurized airflow **76** and provided to engine components requiring cooling. The temperature of pressurized airflow **76** entering the combustor **30** is significantly increased. As such, cooling provided by the bleed air **77** is necessary for operating of such engine components in the heightened temperature environments.

A remaining portion of the airflow **78** bypasses the LP compressor **24** and engine core **44** and exits the engine **10** through a stationary vane row, and more particularly an outlet guide vane assembly **80**, comprising a plurality of airfoil guide vanes **82**, at the fan exhaust side **84**. More specifically, a circumferential row of radially extending airfoil guide vanes **82** are utilized adjacent the fan section **18** to exert some directional control of the airflow **78**.

Some of the air supplied by the fan **20** can bypass the engine core **44** and be used for cooling of portions, especially hot portions, of the engine **10**, and/or used to cool or power other aspects of the aircraft. In the context of a turbine engine, the hot portions of the engine are normally downstream of the combustor **30**, especially the turbine section **32**, with the HP turbine **34** being the hottest portion as it is directly downstream of the combustion section **28**. Other sources of cooling fluid can be, but are not limited to, fluid discharged from the LP compressor **24** or the HP compressor **26**.

FIG. **2** is a perspective view of an example of an engine component illustrated as an airfoil **90**, a platform **92**, and a dovetail **94**. The airfoil **90** is shown as one of the rotating blades **68**, but can alternatively be a stationary vane, such as the vane **72** of FIG. **1**, while any suitable engine component is contemplated. The airfoil **90** includes a tip **96** and a root **98**, defining a span-wise direction there between. Additionally, the airfoil **90** includes a wall **100**. A pressure side **104** and a suction side **106** are defined by the airfoil shape of the wall **100**.

The airfoil **90** mounts to the platform **92** at the root **98**. The platform **92** is shown in section, but can be formed as an annular band for mounting a plurality of airfoils **90**. The airfoil **90** can fasten to the platform **92**, such as welding or mechanical fastening, or can be integral with the platform **92** in non-limiting examples. According to an aspect of the disclosure herein, at least one cooling hole **102** is formed in an outer wall **101** of the platform **92**. The at least one cooling hole **102** can be multiple cooling holes **102** as illustrated, and, by way of non-limiting example, can be located in the platform **92** on the pressure side **104** of the airfoil **90**. The airfoil **90** further includes a leading edge **108** and a trailing edge **110**, defining a chord-wise direction.

The dovetail **94** couples to the platform **92** opposite of the airfoil **90**, and can be configured to mount to the disk **71**, or rotor **51** of the engine **10** (FIG. **1**), for example. In one alternative example, the platform **92** can be formed as part of the dovetail **94**. The dovetail **94** can include one or more inlet passages **112**, illustrated as three inlet passages **112**. It is contemplated that the inlet passages **112** are fluidly coupled to the cooling holes **102** to provide a cooling fluid flow (C) for cooling the platform **92**. In another non-limiting example, the inlet passages **112** can provide the cooling fluid flow (C) to an interior of the airfoil **90** for cooling of the airfoil **90**. It should be appreciated that the dovetail **94** is shown in cross-section, such that the inlet passages **112** are housed within the body of the dovetail **94**.

The platform **92** can define a body **114** having an outer surface **116** of the outer wall **101** exposed to a hot gas flow (H) to define a hot surface. A cooling cavity **118** can be located within the body **114** and be fluidly coupled to the cooling fluid flow (C) via, by way of non-limiting example some internal cooling passage or other cooling cavity not shown, such that the cooling fluid flow (C) flows within the cooling cavity **118**. At least one hollow pin **120** can extend into the cooling cavity **118**. The at least one hollow pin **120** can extend in a radial direction with respect to the engine centerline **12**. The hollow pin **120** can be any conduit extending into the cooling cavity **118** and including a cooling passage.

FIG. **3** is an enlarged portion III of the platform **92** illustrating the cooling cavity **118** in more detail. It can more clearly be seen that the hollow pin **120** defines at least a portion of the cooling hole **102**, specifically an interior cooling passage **122**, illustrated in dashed line, extending between an inlet **124** and an outlet **126**. While illustrated as an oval shape, the outlet **126** can be any suitable shape, including but not limited to racetrack, circular, rounded rectangular, or rounded triangular. The hollow pin **120** can further define a pin wall thickness (T) between 0.1 mm and 3 mm (0.005 to 0.1 inches), and preferably between 0.2 mm and 2 mm (0.01 to 0.05 inches). The thickness (T) is tailored to reduce weight while still enabling producibility and mechanical support. Furthermore, the thickness (T) enables convection cooling.

The inlet **124** can be provided on one side of the hollow pin **120**, by way of non-limiting example on the end **127** of the hollow pin **120** as illustrated. The inlet **124** can be formed at any location of the hollow pin **120** proximate the cooling fluid flow (C) present in the cooling cavity **118**. Proximate the cooling fluid flow (C) refers to locating the inlet **124** anywhere along the length of the hollow pin **120** such that the inlet **124** can receive cooling fluid flow (C). An interior surface **128** of the cooling cavity **118** is in contact with the cooling fluid flow (C) to define a cooled surface. The cooling cavity **118** forms a large internal convection area with the at least one hollow pin **120** forming a conduction path from the hot surface to a cooled surface within the cooling cavity **118**.

At least a portion of the outer wall **101** at least partially defines the interior surface **128** such that the outer wall **101** extends between the interior surface **128** and the outer surface **116**. A base wall **130** can further define the interior surface **128** and be radially spaced from the outer wall **101** a radial dimension (D) to further define the cooling cavity **118**. The hollow pin **120** can be formed to extend from and be attached to both the base wall **130** and the outer wall **101**. During operation centrifugal loads on the engine component cause dust to move away from the base wall **130** forming a clean region **132** of the cooling fluid flow (C) located along the interior surface **128** at the base wall **130**. It is contemplated that the hollow pin **120** extends from the outer wall **101** towards the base wall **130** such that the inlet **124** is located proximate the clean region **132** of cooling fluid flow (C). The hollow pin **120** can extend radially into the cooling cavity **118** a length (L) less than the radial dimension (D). It should be understood that while illustrated as attached to the interior surface **128** in one of the hollow pins **120** illustrated, the hollow pin **120** can be a partial pin as illustrated in the other of the hollow pins **120** extending partially into the cooling cavity **118**. In this case, the length (L) is less than the radial dimension (D) and spaced (S) from the interior surface **128** with no connection to the interior surface **128**. When described as being proximate the cooling fluid flow (C), the inlet **124** can be touching the interior surface **128**, or spaced from the interior surface (S). Dust accumulating away from the base wall **130** can leave a majority of the cooling cavity **118** free of dust and defining the clean region **132**.

A bend **134** can be formed in the hollow pin **120** to enable a positioning of the inlet **124** toward the cooling fluid flow (C). While illustrated as one bend **134**, it is contemplated that a plurality of bends can be formed in the hollow pin **120** at multiple locations to help orient the inlet toward the clean region **132**. A vector (V) extending perpendicularly from a plane formed by the inlet **124** can align with the interior surface **128** to tailor inlet effects of the cooling fluid flow (C). It is also contemplated that the angle and orientation of the hollow pin **120** do not necessitate a bend **134** formed in the hollow pin **120**.

Turning to FIG. **4**, a method is illustrated for cooling the engine component using the cooling cavity **118** and hollow pin **120**. The method includes flowing cooling fluid flow (C) through the cooling cavity **118** to supply the cooling fluid flow (C) to the interior cooling passage **122** that extends between the inlet **124** and the outlet **126**. The method further includes emitting the cooling fluid flow (C) through the outlet **126** onto the heated surface, or outer surface **116**, by way of non-limiting example, the outer surface **116** of the platform **92**.

The method can include flowing the cooling fluid flow (C) from the cooling cavity **118** into the interior cooling passage via the inlet **124**. The location of the inlet **124** can enable ducting a clean portion (C_{132}) of the cooling fluid flow (C) to the outer surface **116** from the clean region **132** proximate the interior surface **128** of the cooling cavity **118**. The clean region **132** is located along the interior surface **128** radially inboard with respect to the cooling cavity **118**.

FIG. **5** illustrates a hollow pin **220** that can be formed in the component as described herein. The hollow pin **220** is similar to the hollow pin **120** therefore, like parts will be described with like numerals increased by **100**, with it being understood that the description of the like parts of the hollow pin **120** applies to the hollow pin **220**, unless otherwise noted.

The hollow pin **220** can extend through a cooling cavity **218** as illustrated. The hollow pin can define a cooling hole **202** having an interior cooling passage **222** terminating in an outlet **226**. In an aspect of the disclosure herein an inlet **224**, hidden by a body **214** of the component and illustrated in dashed line, as described previously can be located outside of the cooling cavity **218** and fluidly coupled to another source, by way of non-limiting example a cooling cavity located elsewhere and having a cooling fluid flow (C). The hollow pin **220** can have a substantially curved S-shape **236**. An S-shape **236** can enable both an optimum inlet **224** location with respect to a clean region **232** of the cooling fluid flow (C), including when the clean region **232** is located outside of the cooling cavity **218**.

It is contemplated that a first cross-sectional area (CA**1**) of the hollow pin **220** can decrease to a smaller second cross-sectional area (CA**2**) along a length (L) extending towards the outlet **226**. The decrease in cross-sectional area can be a continuously decreasing cross-sectional area. It is also contemplated that the first cross-sectional area (CA**1**) can define a constant cross-sectional area for a portion of the length (L) of the hollow pin **220** and the second cross-sectional area (CA**2**) can define a constant cross-sectional area for another portion of the length (L) of the hollow pin **220**. A decrease of any kind in cross-sectional area of the hollow pin **220** can coordinate with a change in cross-sectional area of the interior cooling passage **222** such that the cooling fluid (C) is accelerated through a narrower passage before being emitted onto an exterior surface **216** of a platform **292**. The cross-sectional area can be any shape, including but not limited to circular or racetrack.

In one exemplary aspect of the disclosure herein, the internal cooling passage **222** can further include a metering section **240** having a circular cross section, though it could have any cross-sectional shape. The metering section **240** can be provided where the first cross-sectional area (CA**1**) decreases to the second cross-sectional area (CA**2**). The metering section can extend along the interior cooling passage and maintain a constant cross-sectional area. The metering section **240** defines the smallest, or minimum cross-sectional area of the interior cooling passage **222**. It is also contemplated that the metering section **240** can have no length and is located at any portion of the interior cooling passage **222** where the cross-sectional area is the smallest. It is further contemplated that the metering section **240** can define the inlet **224** without extending into the interior cooling passage **222** at all. The interior cooling passage **222** can include multiple metering sections and is not limited to one as illustrated. The metering section **240** is for metering of the mass flow rate of the cooling fluid flow (C).

In another aspect of the disclosure herein, the interior cooling passage can define an increasing cross-sectional area (CA**3**) where at least a portion of the increasing cross-sectional area (CA**3**) defines a diffusing section **242** having a maximum cross-sectional area of the passage and terminating in the outlet **226**. In some implementations the increasing cross-sectional area (CA**3**) is continuously increasing as illustrated. The diffusing section **242** enables an expansion of the cooling fluid (C) to form a wider and slower cooling film on the exterior **216** along the heated surface. The diffusing section **242** can be in serial flow communication with the metering section **240**. It is alternatively contemplated that the cooling hole **202** have a minimal or no metering section **240**, or that the diffusing section **242** extends along the entirety of the cooling hole **202**. The S-shape **232** provides geometry necessary for a longer diffusing section **242** at the outlet **226**.

The hollow pins as described herein can be formed using additive or advanced casting manufacturing technologies. By way of non-limiting example these technologies can include fused deposition modeling (FDM), VAT Photopolymerisation, Powder-bed fusion (PBF), material jetting, binder jetting, sheet lamination, or directed energy deposition (DED).

Radially extending hollow pins with embedded apertures in them enable specific durability and performance benefits for the platform as described herein. Optimal diffuser lengths are possible by utilizing the hollow pin for elongation of the diffusing portion of the cooling hole to provide higher film effectiveness. Additionally the presence of a hollow pin increases internal convection. Furthermore, sourcing low-dirt-count air mass from the bottom of the platform increases cooling effectiveness which increases hot gas path durability which results in reduced services costs & better SFC.

Turbine cooling is important in next generation architecture which includes ever increasing temperatures. Current cooling technology needs to expand to the continued increase in core temperature of the engine that comes with more efficient engine design. Optimizing cooling at the surface of engine components by designing more effective cooling hole geometry and placement enable more efficient engine designs.

It should be understood that while the description herein is related to an airfoil platform, it can have equal applicability in other engine components requiring cooling via cooling holes such as film cooling. One or more of the engine components of the engine **10** includes a film-cooled substrate, or wall, in which a film cooling hole, or hole, of the disclosure further herein may be provided. Some non-limiting examples of the engine component having a wall can include blades, vanes or nozzles, a combustor deflector, combustor liner, or a shroud assembly. Other non-limiting examples where film cooling is used include turbine transition ducts and exhaust nozzles.

It should be appreciated that application of the disclosed design is not limited to turbine engines with fan and booster sections, but is applicable to turbojets and turbo engines as well.

This written description uses examples to illustrate the disclosure as discussed herein, including the best mode, and also to enable any person skilled in the art to practice the disclosure as discussed herein, including making and using any devices or systems and performing any incorporated methods. The patentable scope of the disclosure as discussed herein is defined by the claims, and may include other examples that occur to those skilled in the art. Such other examples are intended to be within the scope of the claims if they have structural elements that do not differ from the literal language of the claims, or if they include equivalent structural elements with insubstantial differences from the literal languages of the claims.

What is claimed is:

1. An airfoil for a turbine engine which generates a hot gas flow and provides a cooling fluid flow, the airfoil comprising:

a platform having an outer surface, at least a portion of which is exposed to the hot gas flow to define a hot surface;

a cooling cavity located within the platform extending between a base wall and an outer wall to define a radial direction, the cooling cavity fluidly coupled to the cooling fluid flow; and

a conduit defining an interior cooling passage extending into the cooling cavity between an inlet fluidly coupled to a clean portion of the cooling fluid flow proximate the base wall and an outlet fluidly coupled to the hot surface.

2. The airfoil of claim **1**, wherein the airfoil is a rotating airfoil.

3. The airfoil of claim **2**, wherein the inlet is located on one side of the conduit or an end of the conduit.

4. The airfoil of claim **1**, wherein the conduit extends in a radial direction between the inlet and the outlet.

5. The airfoil of claim **4**, wherein the conduit extends through the cooling cavity and the outer wall, and the inlet is located outside of the cooling cavity.

6. The airfoil of claim **1**, wherein a cross-sectional area of the interior cooling passage changes between the inlet and the outlet.

7. A component for a turbine engine which generates a hot gas flow and provides a cooling fluid flow, the component comprising:

a body having an outer surface, at least a portion of which is exposed to the hot gas flow to define a hot surface;

a cooling cavity located within the body extending between a base wall and an outer wall to define a radial direction, the cooling cavity fluidly coupled to the cooling fluid flow; and

a conduit extending into the cooling cavity between at least one inlet fluidly coupled to a clean portion of the cooling fluid flow proximate the base wall and at least one outlet fluidly coupled to the hot surface.

8. The component of claim **7**, wherein the at least one inlet is located on a side of the conduit.

9. The component of claim **7**, wherein the at least one inlet is located at an end of conduit.

10. The component of claim **7**, wherein the conduit extends through the cooling cavity and the outer wall, and the at least one inlet is located outside of the cooling cavity.

11. The component of claim **7**, wherein the cooling cavity has a radial dimension and the conduit extends into the cooling cavity a length less than the radial dimension.

12. The component of claim **7**, wherein the component is a rotating component.

13. The component of claim **7**, wherein a cross-sectional area of the conduit changes between the at least one inlet and the at least one outlet.

14. The component of claim **7**, wherein the conduit further defines a wall thickness between 0.1 and 3 millimeters.

15. The component of claim **7**, wherein the body is a platform of an airfoil.

16. A method for cooling an engine component with a cooling cavity, the method comprising:

flowing a cooling fluid flow through a conduit located within the cooling cavity, the conduit extending between an inlet and an outlet;

ducting a clean portion of the cooling fluid flow proximate an interior surface of the cooling cavity through the inlet; and

emitting the clean portion of the cooling fluid flow through the outlet onto a heated surface.

17. The method of claim **16**, further comprising moving dust away from a base wall defining at least a portion of the interior surface to define the clean portion of the cooling fluid flow.

18. The method of claim **17**, wherein moving dust away comprises rotating the engine component to produce centrifugal loads on the engine component to separate flow into a dirty region and a clean region.

19. The method of claim **18**, further comprising flowing the clean portion of the cooling fluid flow from the clean region through the conduit.

20. The method of claim **16**, wherein emitting the clean portion of the cooling fluid flow onto a heated surface comprises emitting the clean portion of the cooling fluid flow onto an outer surface of an airfoil platform.

* * * * *